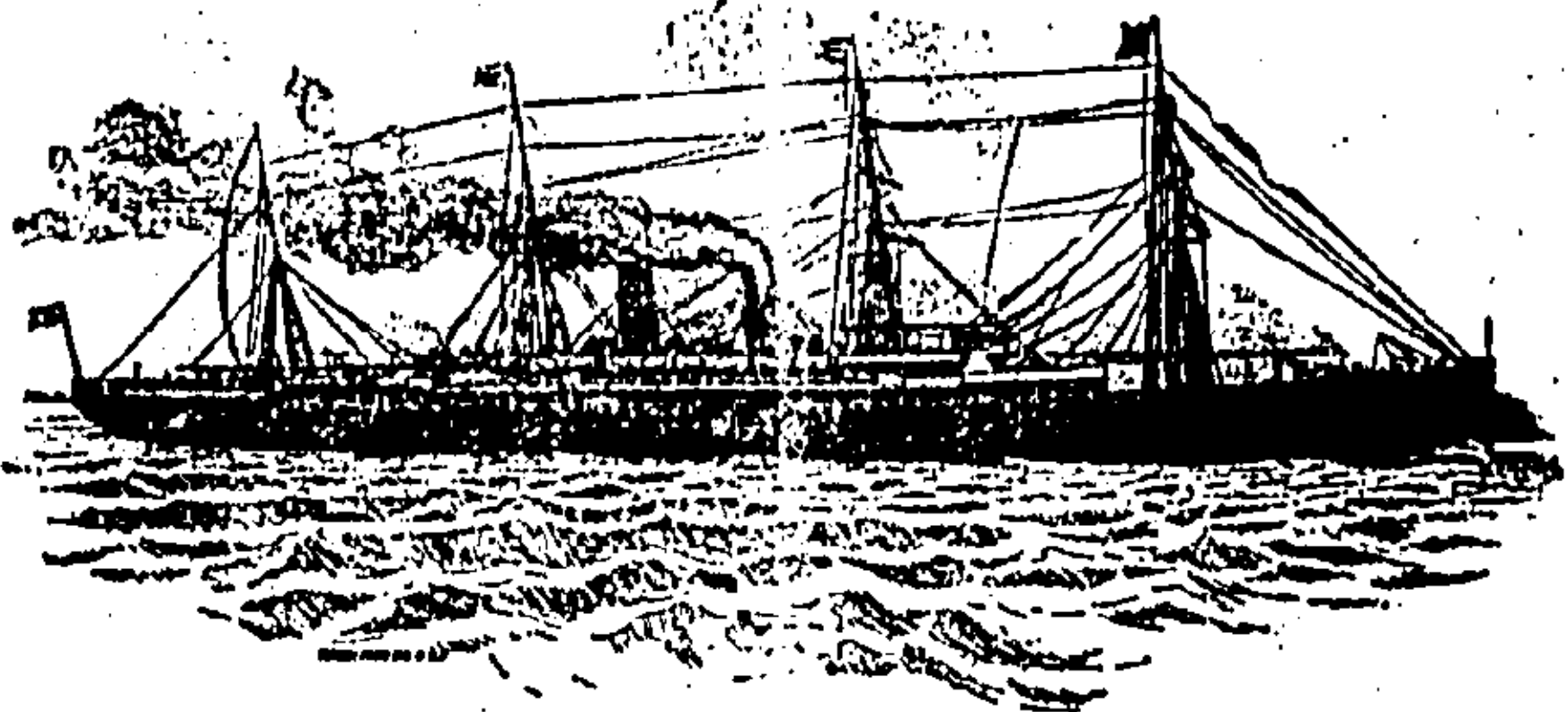


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"OHINA"	5,660 "	TUESDAY, 28th June, at Noon.
"DORIO"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352 "	TUESDAY, 2nd August, at Noon.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

COMMERCIAL UNITED STATES and CANADIAN PORTS, Special rates (first class only) are and to Consular apply only to Missionaries, Members of the Naval and Military Services, Through Bills of Lading, Officials of the Governments of China and Japan.

to San Francisco, to Atlantic and Pacific Ports, and to other Japan Ports, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central America, South America, by the Companies' and connecting Steamers.

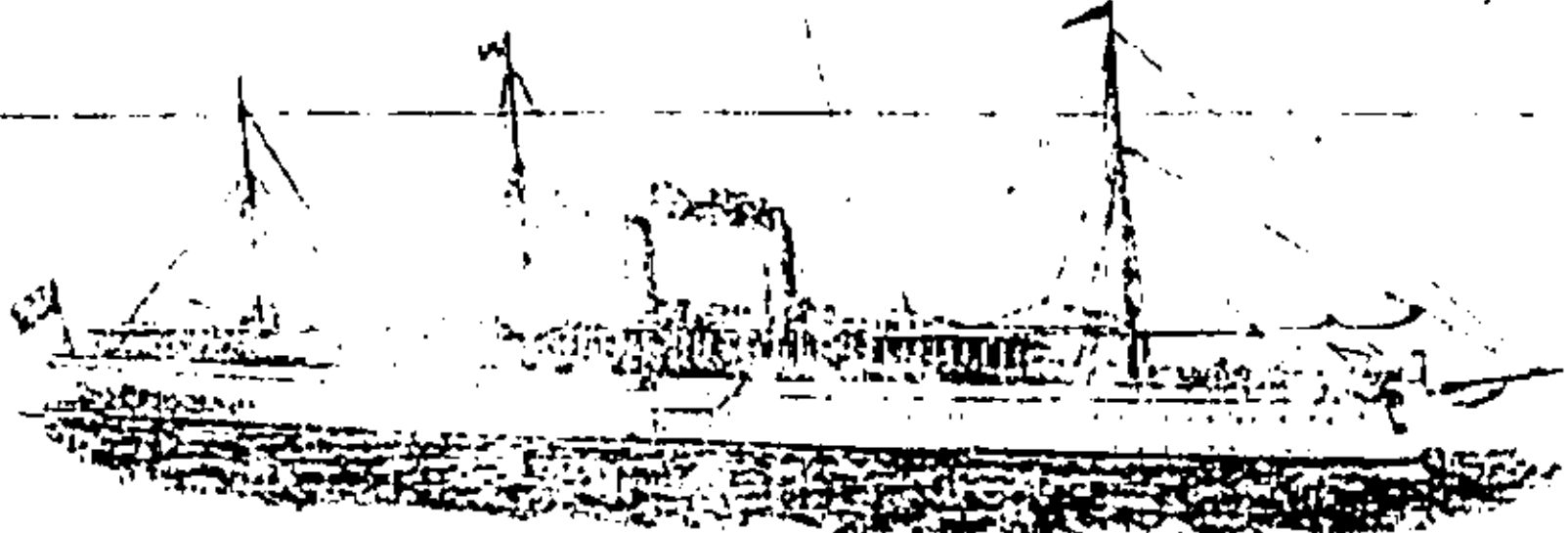
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th May, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.O.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 1st June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.
"ATHENIAN"	2,440 "	WEDNESDAY, 20th July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd August.
"TARTAR"	4,425 "	WEDNESDAY, 10th August.

Hongkong to London, 1st Class, £42. 10s. 6d. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 21st May, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.	
STRASSBURG	HAVRE and HAMBURG.	31st May.	Freight and Passengers.
Madson	(Calling at S'PORE, PENANG & COLOMBO).		
SEGROVIA	HAVRE, BREMEN and HAMBURG.	14th June.	Freight.
Furck	(Calling at S'PORE, PENANG & COLOMBO).		
BATAVIA	HAVRE and HAMBURG.	28th June.	Freight.
Dempwolf	(Calling at S'PORE, PENANG & COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	6th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG).		
C. FERD. LAEISZ	HAVRE and HAMBURG.	26th July.	Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).		
BADENIA	HAVRE and HAMBURG.	10th August.	Freight.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 19th May, 1904.

TSU-FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,363 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,363 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

Service of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,191 tons | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons | Captain J. Willox. |

"NANNING" 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
"JANITAS"	JAVA PORTS.	First half of June	SHANGHAI & JAPAN	First half of June
"TJILATJAP"	JAPAN	First half of June	S'PORE & JAVA PORTS	First half of June
"TJIMAH"	JAVA PORTS	Second half of May	SHANGHAI & JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 10th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for "PECTACLES."

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1901.

LEVY HERMANOS.

JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 5 doz. plants.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45 ft.
Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

GO TO THE
KOWLOON HOTEL,
KOWLOON.OCCIDENTAL HOTEL.
KING EDWARD HOTEL.

EXCELLENT CUISINE.
MODERATE PRICES.

EUROPEAN MANAGEMENT.
ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

EVERY ROOM.
TO ORDER IN.

Electric Passenger Elevator to each Floor,
Table D'Hotel at Separate Tables,
For Terms, &c., apply to the

MANAGER,
HONGKONG, 19th May, 1904.

Intimations.

WEI-HAI-WEI SCHOOL.
EDUCATION under IDEAL CLIMATIC
and SANITARY CONDITIONS.
TUITION by experienced and qualified
Masters.
Sons of Europeans prepared for entrance to
public schools of England, or Commercial Life
in the East.
The new School-house is splendidly situated.
Healthy Out-door Life; Sea-bathing; Roat-
ing.
School re-opens for the Summer Term on
8th May.

H. L. BEER, R.C.P.,
Headmaster,
J. W. FALI, B.A.,
Assistant-master.

May 19th, 1904.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.
In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 5th August, 1903.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION, MER-
CHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 15th December, 1903.

Hongkong, 9th May, 1904.

Hongkong, 9th May, 1904.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
TUESDAY,
the 31st May, 1904, at NOON, alongside
Messrs. Douglas, Lapraik & Co.'s
Wharf,

THE Screw Steamer

"SZE WUI,"
(Lately running between Hongkong and Kong-
moon, and now lying at Yau-ma-ti),
HULL—Teakwood. Built by Ngai Sun &
Co., Hongkong, in 1902. Registered Tonnage,
Gross 97, Net 57.
Length over all, 115 feet. Between Perpen-
diculars, 108 feet. Extreme breadth, 18 feet.
Depth of Hold, 7 feet.
Draft with full dead weight Cargo and full
Bunkers—7½ feet ft. 6½ feet forward.
Two Holds and two Bins. Two Ports on either
side for working Cargo. Awning Deck fore
and aft and Bulwarks built up to top Deck.
A Hongkong Government Licence to carry
175 Passengers can be obtained.
ENGINES—Built by Ngai Sun & Co.
Type—Compound Surface Condensing I.P.
Cylinder 12½". Low Pressure Cylinder 24".
Stroke 18". Revolutions per minute 135.
BOILER—Built by Ngai Sun & Co.
Type—Horizontal Multi-bar.
Built in 1901 to Board of Trade Rules for a
Working Pressure of 115 lbs. per square inch.
Messrs. E. C. Wilks & Co., Engineers, have
just completed a thorough overhaul and the
Steamer is in good Working Order.
TERMS—As usual.
For further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th May, 1904. [640]

SALE BY PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE
OF
VALUABLE LEASEHOLD PROPERTY,
situate in
QUEEN'S ROAD WEST, VICTORIA, HONGKONG,
ON
TUESDAY, the 31st day of May, 1904, at
3 o'clock, on the Premises,
BY
Mr. G. P. LAMMERT,
Auctioneer.
Hongkong, 17th May, 1904. [623]

THE Property is Registered in the Land
Office as Section A of Inland Lot No.
800 with the Messuages and Buildings thereon
known as Nos. 386, 388 and 392, QUEEN'S
ROAD WEST, and is held from the Crown for
the residue of the term of 999 years granted by
a Crown Lease of the whole of Lot No. 800
dated the 20th April, 1853, subject to the pay-
ment of the annual Crown Rent of \$31.
For further Particulars, apply to—
EWENS & HARTSON,
Vendor's Solicitors,
or to
Mr. G. P. LAMMERT,
Auctioneer.
Hongkong, 17th May, 1904. [623]

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.
Messrs. HUGHES AND HOUGH
have been instructed to sell by
PUBLIC AUCTION,
on
TUESDAY,
the 31st May, 1904, at 3 o'clock in the afternoon,
at their Office,
No. 8, Des Vœux Road,
(Corner of Ice House Street),
THE VERY VALUABLE LEASEHOLD
PROPERTY,
BEING SECTION A OF INLAND LOT No. 630,
IN ONE LOT.
This Lot comprises Nos. 70 and 72, First Street,
and
Nos. 69 and 71, Second Street,
Victoria, Hongkong.

THE Property is held for the residue of a
Term of 999 years from the 26th Decem-
ber, 1860, at the apportioned Annual Crown
Rent of \$36.44. Area about 2,703 square feet.
The Property is let on monthly tenancies.
Particulars and Conditions of Sale may be
had from the Vendors' Solicitors,
Messrs. DEACON, L. OKER & DEACON,
10, Queen's Road Central,
and also of the Auctioneers.
Hongkong, 23rd May, 1904. [650]

Intimations.

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE HOUSE ROAD.

It is now a position, in his New and Com-
modious Premises, to receive, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony of any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1903.

Intimations.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the
NINETEENTH ANNUAL ORDIN-
ARY GENERAL MEETING of the COM-
PANY (since its registration) will be held at
the Offices of the Company in ALEXANDRA
BUILDINGS, on TUESDAY, the 31st May,
1904, at a quarter to Eleven o'clock in the
forenoon, for the purpose of receiving the
Report of the General Managers, together with
a Statement of Accounts to the 31st December,
1903.

THE REGISTER OF SHARES will be
CLOSED on WEDNESDAY, the 25th
instant, until WEDNESDAY, the 1st June,
proximo; (both days inclusive), during which
period no Transfer of Shares will be registered.
And notice is further given that an EXTRA-
ORDINARY GENERAL MEETING of the Com-
pany will be held at the same place and on
the same day at 11 o'clock in the forenoon, or
so soon afterwards as the Ord. 12. General
Meeting shall be concluded, when the sub-
joined RESOLUTION will be proposed. Should
the Resolution be passed by the requisite
majority, it will be submitted for confirmation
as a Special Resolution to a second Extra-
ordinary Meeting which will be subsequently
convened.

RESOLUTION.

"That the Capital of the Company be in-
creased to Nine Hundred Thousand Dollars
by the creation of Thirty Thousand New Shares
of Ten Dollars each."

By Order.

A. H. MANCINI,
Secretary.
Hongkong, 21st May, 1904. [649]
THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
in the above Company will be held at the
Company's Office, No. 1, Connaught Road, at
Hongkong, on WEDNESDAY, the 1st June,
for the purpose of receiving the Report of the
Directors, with a Statement of Accounts to
30th April, 1904.

The TRANSFER BOOKS of the Company will
be CLOSED from the 25th inst. to 1st
June, both days inclusive.

EDWARD OSORNE,
Secretary.
Hongkong, 18th May, 1904. [633]
THE
ROBINSON
PIANO

Co., Ltd.,

INVITE INSPECTION OF SOME

SPECIALLY
FINE
SAMPLES

OF

UPRIGHT PIANOS

RACHALS,
STUART,

&c., &c., &c.,

— AND —

BABY-GRANDS,
BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupy-
ing the space of a Cottage, but with
the fine appearance and TONE OF A
FULL GRAND.

Hongkong, 13th May, 1904. [639]

AN APPEAL.

THE SUPERIOR OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars repaired on old ones.

Ladies and Children's Under-clothing Chil-
dren's Dresses, and all kinds of Embroidery
Materials can be supplied, if required.

The Superiors will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

SIAMSESE POPULAR TRADITIONS.

The *Revue Indo-Chinoise* (Hanoi) is an ex-
cellently produced and ably edited magazine
which suggests rather strongly that there is
more literary vitality amongst the French than
amongst any other nation in the Far East. In
its issue of the 31st March, the *Revue Indo-
Chinoise* publishes an article by M. C. Hardouin
entitled "Traditions et superstitions Siam-
moises," which is not the least interesting of
its contents. We translate the following:—

"From the point of view of superstitious
beliefs, the Siamese yield in nothing to their
neighbours, the Cambodians, the Annamites,
and the Chinese. For them the stars, the
planets, the vault of heaven are the abode of
"Thevas," gods and goddesses of the Indian
mythology, whom the people, though converted
to Buddhism, still venerate. The terrestrial
world is haunted by a legion of "Phi," a
generic term commonly employed to denote
spirits as well as demons and genii, who,
both one and the others, have the power of
intervening in the existence of mortals, more
often to trouble their peace than aid their
prosperity. Shared by all classes of society,
these ideas have exercised and still exercise a
very real influence on manners public and
private. The Buddhist doctrine, whose teach-
ings repudiate all superstition, does not seem
to have modified them even superficially.
Thus it is that they are seen practising at the
same time the cult of Buddha and that of the
"Phi," and rendering to sorcerers and to con-
jurors the same veneration as to bonzes.

Under the denomination of "Phi tai hong"
the Siamese include the spirits of all those who
have succumbed to a terrible malady such as
cholera, and malignant fits (*accès pernici-
eux*), to poison, to a murderous attack, to the bites
of serpents or tawny beasts, to blows, delivered
by the horns of buffaloes, the defence of eleph-
ants, the fall of a tree or a tile, in short every
cause having an accidental or fortuitous char-
acter. These different kinds of violent death,
in striking the popular imagination, have given
birth to this belief that the victims have not
quitted this world with their full will and that,
consequently, their restless spirits seek to
avenge themselves on the near survivors of the
misfortune which has deprived them so pre-
maturely of the enjoyments of life. This belief
together with that other idea derived from the
Buddhist doctrine that the souls of the dead do
not incarnate themselves anew until after the
complete destruction of the mortal remains,
has, moreover, produced the custom of preserv-
ing buried for some time the bodies of per-
sons dying in consequence of an extraordinary
cause or event, while the corpse exists the
spirit remains, so to speak, attached to the
place of sepulture, and time, which extinguishes
little by little the hatreds of human beings, has
likewise the quality of appeasing wrath beyond
the tomb. This hypothesis, nevertheless, does
not appear to completely reassure those who
inhabit the house in which the death has taken
place, where the fear of seeing the spirit of the
dead return to torment the sick and the feeble
lasts for a long time and gives rise to certain
practices intended to protect from its vengeance.
In the celebration of a house, some time, a
top-knotting ceremony, do they give a feast,
there? They hasten to propitiate the spirit in
a short prayer inviting it to take part in the
joyous reform of the fact they began, and
themselves cleanse in short, in the least circum-
stances of life, they invoke it, at the same
time that aims to the bonzes and which is
written the formulated prayer.

The still-born infant transforms itself into
"Phi kuman" a spirit reputed to be of the most
dangerous kind. Disappointed in its hope of
seeing the world, it seeks to revenge itself on
other beings; its rage is directed above all
against the mother, in whom it provokes de-
lirium or fever which brings it on.
Similarly, women who die in child-birth or
of the consequences of child-birth pass into
the category of "Phi phrai tai hong," a kind of
furies wandering around and in the interior of
dwellings watching for chances of strangling
children, especially their own. The husband
is equally the object of their jealous pursuit;
they create for him all sorts of obstacles to
hinder him from taking another wife, or sow
discord among the concubines so as to render
the existence of the master little agreeable.

Persons drowned at sea become "Phi phrai
nam," spirits who dwell in the waters; they
are those who unloose the storms and cause
ships and cargoes, bodies and merchandise to
founder.

GENII.

The forests, the woods, the plains, the steams
are full of genii, for the most part maleficent,
who make a sport of deceived poor humanity.
The *Ignis fatuus*, the strange cries of certain
birds or insects, imitating the modulations of
the human voice, are so many means of which
they make use to achieve this object. The
legends mention as one of the most dangerous
of the "Phi tong loi" which assumes the form of
a beetle hardly visible. Placed on a branch
of a tree, it makes songs heard which from a
distance resemble amorous plaints proceeding
from human lips. Woe to the traveller who,
assuming the presence of some human being,
tries to approach it! As he advances the voice
recedes and does not cease to make itself heard
until the traveller finds himself in some savage
place, completely lost. To get rid of this
dangerous neighbour one has only to burn a
husk of dried pepper; the acrid odour given
forth suffices to make it fly to such a distance
that its plaints no longer reach the ears of
passers-by.

The mountains, the hills, the eminences
formed by the nests of ants which one fre-
quently meets with in the folds of earth and
on the hillocks which the waters in the rainy
season do not submerge, are the abode of
genies called "Phi pa." They exercise within
the compass of their domains a despotic power.
The peasants and woodmen dread them as the
dispensers of the fever of the woods, the germ
of which poisons the blood and affects the
entire organism so deeply that it often brings
a fatal result. So, in order to conjure them,
they have the custom of making them rever-
ences and offerings of viands and cakes, ac-
companied by sacramental invocations.

Certain great trees, such as the figs religi-
giosa, the tamarind, the dipterocarpus, the
different species of trees reputed sacred which
form the ornaments of the grounds of pagodas,
are haunted by female genies called "Phi nang
mai." They are supposed to be epicures in
pork, chicken, duck; they do not despise any
more the eau-de-vie of rice, but what they
prefer to everything are scented do not fail to
the people of the neighbourhood of the year
or on the occasion of some solemnity. It is
said that they are tremendously strict as to the
rendering of these homage, for negligence
and omission have been, it appears, often
punished with the greatest rigour. Not content
with making their despisers suffer a thousand
miseries, they push their vengeance so far as
to enter their bodies to smother them. Genii,
protectors of the dwelling and the family, a
sort of household gods, also exist among the

Siamese, who call them "Chao phum thi,"
literally, masters of the house. Their cult
appears general; in the palaces of princes and
mandarins as in more humble cases, one sees at
the entrance gate, fixed on a post or a stake,
a sort of altar more or less great, more or
less rich, and having the form of a portfolio
of a pagoda; in the interior one sees thrown
on pell-mell statuettes in pottery, earthen, or
pasteboard, powdered with gilded spangles,
painted in bright colours, and representing
Brahman divinities or personages of the theatre,
pastry, flowers, young cocoanut, prepared rice,
etc. These offerings are made to obtain the
recovery of a member of the family, or on the
occasion of the construction of a new building
on the ground.

The Chinese, whose intercourse with Siam
goes back several centuries, have brought into
the country the cult of the "Tao kong," a sort
of tutelary genii, who live, according to them,
on the summit of mountains and in the trunks
of gigantic trees. Altars, having the same
form as those above described, planted on the
ground or fixed to the sides of trees, are
dedicated to them; a quantity of little objects
in clay or wood are placed there or hung up in
witness of the veneration of passers-by, or in
return for some favour solicited, such as
recovery from a sickness, the revelation in a
dream of the winning number in a lottery,
success in a commercial speculation, etc. These
genii, which the Siamese honour with the
title of "Chao," seigneurs, do not always
confine themselves in the dwelling of their
choice; they have the travelling humour, and
more voluntarily for a stay in the country,
taking for couriers tigers, crocodiles, or venomous
serpents. So, the presence of these animals
or reptiles being ascertained, immediately the
people hasten to erect there an altar to the
genii whom they have transported; and it is
by reason of this belief that one sees hung in
thickets or on branches on the banks of streams
or canals little shrines always assuming the
consecrated form of the portfolio of a pagoda.
In the remainder of his interesting paper
M. Hardouin deals with popular beliefs in
demons.

A SAINT WITH A BAD NAME.

DREAD ST. VITUS' DANCE CURED BY
DR. WILLIAMS' PINK PILLS
FOR PALE PEOPLE.

WHAT ELSE THEY HAVE DONE.

St. Vitus' Dance is the type of many dis-
eases. It comes from hungry, exhausted
Nerves. So do Neuralgia, Spinal Weakness,
and Paralysis; so do many aches and pains
that trouble men and women, without their
being able to tell the cause of them. The way
to cure them is to feed the Nerves; and that is
where so many people make a mistake. They
try to cure themselves with drugs that deaden,
and tonics that only whip up the tired nerves.

That's the old-fashioned way. Tinker at the
symptoms; neglect the cause of the disease.
Dr. Williams' Pink Pills for Pale People
begin at the other end. They cure the
Nerves through the first, and the aches and
pains that are the effect of it soon vanish.
That's the new-fashioned way—the reasonable
way. And Dr. Williams' Pink Pills are the
greatest of all Tonics because they are the only
rational Tonic.

St. Vitus' Dance is a disease that is getting
more and more frequent in our schools. Young
people tire their Nerves with study, and
Nerves cry out. Sometimes St. Vitus' Dance
is their cry. Sometimes the trouble takes the
form of Neuralgia, Headache, Nervous Exhaust-
ion, weakness of the limbs and muscles, and
what we call "being Run Down."

St. Vitus' Dance is a troublesome disease,
and no wonder it has given the Saint a bad
name. The patient cannot keep still. The
little hands are always twitching. "My little
girl," said Mr. Street, of 23 Clyde-street, Fenton,
Stoke-on-Trent, England "suffered so much



May Street, who was cured of St. Vitus' Dance
by Dr. Williams' Pink Pills for Pale People.

from St. Vitus' Dance that her life was a misery
to her. She was plagued with pains in her head,
and the doctor said she was Anemic. We had to
take her from school. Now fifteen years old, she
is well and bonny, without a sign of illness. Dr.
Williams' Pink Pills for Pale People made her
so. We had tried many 'remedies' in vain. She
got no relief until she took Dr. Williams',
and the effect these pills had on her was simply
marvellous. As soon as she commenced to
take them she felt considerably better, and by
the time she had finished the second bottle all
traces of St. Vitus' Dance had gone. Her
appetite returned, the colour came back to her
cheeks, and she looked and felt as happy and
as well as a young girl should."

Dr. Williams' Pink Pills for Pale People are
not a cure-all. They cure the one thing that is
the cause of numerous diseases—poor blood.
Acting on the blood, and on the nerves through
the blood, they have cured Anemia, Bile, Con-
sumption, Bronchitis, Eczema, Fits, Gout,
Heart Disease, Paralysis, and the ailments
which women suffer in silence. It is the
genuine pills, not substitutes (which some
shopmen push) that cure. The full name on
the pink wrapper is a guarantee of genuineness.
Refuse pink pills that don't bear Dr.
Williams' name. You can send direct for the
pills to Dr. Williams' Medicine Company,
Holborn-viaduct, London, enclosing the price,
2s. 6d. (or 13s. 9d. for six bottles); but the best
plan is to ask for them at a shop where they
sell you what you ask for, and don't try to
palm off substitutes upon you. Substitutes
never cured anyone, but they bring more profit
to the shopkeepers who try to sell them, and
who would rather make more profit for them-
selves than supply what will really do you
good. You should avoid substitutes and the
people who keep them.

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the Military Authorities that GUN
PRACTICE will be carried out from Lyemum,
on the night of the 31st May, 1904, in the
direction of the entrance to Junk Bay at ranges
from 600 to 2,000 yards.

If the Weather is unfavourable, Practice will
not take place.

Practice will commence at 7.15 P.M., and
finish about 9.30 P.M., if the Range is clear.

L. BARNES-LAWRENCE,
Harbour Master.Harbour Master's Office,
Hongkong, 19th May, 1904. [651]THE HONGKONG & KOWLOON WHARF
AND GODOWN CO., LD.

NOTICE.

ON and after Monday next, the HEAD
OFFICES of the above Company will
be at KOWLOON (behind the Godowns).
LETTERS will be received at ICE HOUSE
STREET FERRY WHARF between 7 A.M. and
5 P.M. and forwarded to KOWLOON.

EDWARD OSBORNE,
Secretary.

Hongkong, 21st May, 1904. [646]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S.S. CO., BOSON
STEAMSHIP and TOWBOAT CO., OCEAN
S.S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [643]ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE OF THE EAST on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed his
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY OFFICE, West Point, Tel. 357.
Depot, Ice House Street. Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 20th May, 1904. [645]

ESPECIAL OLD TOM GIN.

Marshall and
Elvy'sTO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.
Hongkong, 11th May, 1904. [608]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

DOUBLY DISTILLED
AND OF
MATURED AGE.TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.
Hongkong, 11th May, 1904. [608]

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THE MUTUAL STORES,
Des Vœux Road.
Hongkong, 11th May, 1904. [608]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 24th May, 1894. [652]

To Let.

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 4, RIPON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORTON TERRACE, facing
Tolo Channel.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

"ROSENEATH," KOWLOON.

No. 1, CLIFTON GARDENS, CONDUIT
ROAD.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904. [656]

TO LET.

A HOUSE in KNUTSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Intimations.



A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

HIGH CLASS BRANDIES.

A.—OLD PALE \$20.00

B.—SUPERIOR VERY OLD 27.00

COGNAC.....

C.—VERY OLD LIQUEUR

COGNAC..... 33.00

V.O.—J. J. HENNESSY'S FINEST

VERY OLD LIQUEUR

COGNAC..... 40.00

All our Brandies are guaranteed to be
PURE COGNAC, the differences in price
being merely a question of age and vintage.

For a "Soda" Brandy we strongly

A. S. WATSON & CO.,
LIMITED.

Hongkong, 7th May, 1904. [35]

TELEPHONE NO. 10.

CABLE ADDRESS: "ACHEE," HONGKONG.

A. R. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE

DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC

DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Address: Telephone—No. 358.

"MARINEWORK."

Hongkong, 3rd May, 1904. [38]

NOTICE

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Official business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 20 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 19th May, at "Caberfeigh," 9th,
Chaofoong Road, Shanghai the wife of J. A.
URQUHART, of a son.

MARRIAGES.

On the 9th April, at the Parish Church,
Pinner, by the Rev. C. E. Greenidge, vicar,
assisted by the Rev. W. H. Peers, vicar of
Harrow Weald, and the Rev. Harold Brooks,
ROBERT A. BLACKWELL, fourth son of Samuel
J. Blackwell, of Brookhill, Harrow Weald, to
SYBIL FRANCIS, youngest daughter of Alfred
M. Townsend, of the Old Dove House, Pinner.

On the 11th April, at Durban, F. W. MIT-
CHELL, son of the late F. W. Mitchell of the
Hongkong and Shanghai Bank, to AMY
SQUIRE.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 25, 1904.

MACAO'S SOVEREIGNTY
THREATENED.

In another column we publish news of a
rather serious character emanating from
Macao. In that Colony, Hongkong, by
reason of its close proximity to the Por-
tuguese settlement, has a relative interest.
More than that, because of the old standing
treaty between Great Britain and the King-
dom of Portugal, England is bound by her re-
cently renovated privileges to Portugal by an
offensive and defensive alliance. The bonds
of friendship existing between the two nations
renders it imperative on the part of Great

Britain to maintain the territorial integrity
of Portugal's Far Eastern colonies. The threat which
H. E. Viceroy Tsun Shun Hsuen, in his im-
patience, has so injudiciously made to the
Macao Government, may yet lead to com-
plications which might not improbably some-
what affect the geographical aspect of Euro-
pean possessions in this part of the world.
The Canton Viceroy has demanded the
surrender of an alleged Chinese fugitive
criminal, an official of high rank in Canton
who, according to all reports, has had
laid against him all the charges to which
venality exposes Chinese officialdom. While
the case is pending the Viceroy perempto-
rily urges that the criminal, who sought
refuge in Portuguese territory, be handed
over to him. On the face of it, the
demand is preposterous and could not be
complied with. The judicial investigation
must run its course and, until a *prima facie*
case is made against the prisoner, under no
European law can the extradition of a
criminal be legally effected. Moreover, it
is doubtful, assuming the fugitive is sur-
rendered, that he will be handed over to the
Canton authorities unconditionally. Accord-
ing to Portuguese law, capital punishment is
not permissible; and it is very certain that,
once delivered over to the provincial Gov-
ernment of the Two Kwong, summary de-
capitation will be the ultimate fate of the
ex-Nam Hoi Magistrate. The arrogant
demand of H. E. Shun is accompanied by
what purports to be a naval demonstration
in Portuguese waters. It is not doubted
that Macao can offer no resistance to
superior physical force even on the part of
a Power like China; but it may be well for
her Government to be reminded that by the
alliance mentioned above Portugal can
count upon the support of a no third-rate
Power. She has the backing of no less
a Power than that of Great Britain. Were
matters to assume the gravity of a resort to
arms, England will have her say. She has
a British community to protect in the Por-
tuguese territory; who expect her protection
and, to whom she will extend it in the hour
of need. Let China take her warning. She
disregards it at her peril.

LOCAL AND GENERAL.

"L. W. L.'s letter is unavoidably withheld until
to-morrow.

TWENTY-THREE cases of plague were notified
during the past four days.

H. M. AOSHUP Glory is going up to Nan-
king on Thursday next with the *Alucury*
Amphitrite, and *Leviathan*.

The order forbidding the Russian warships to
leave the harbour of Port Arthur ended with
the arrival of Admiral Skrydloff.

The Russians in Newchwang have made
arrangements to blow up the Russian gunboat
Sivostich, to avoid capture by the Japanese.

ACCORDING to the May issue of the Pilot Chart
of the North Pacific Ocean, fog, mist, and haze
may be expected in 12 hours to each 100 on the
coast of China between Hongkong and Shang-
hai, in May, and 21 out of each 100 on the East-
ern sea and Gulf of Pechili.

In connection with the case of D. E. J. Abraham
versus Apar & Co. (Shanghai), for the claim
of short delivery of opium, as reported in our
columns, an application has been made for an
appeal from the judgment rendered and an
extension of time in which to do so. The
judge, however, refused to permit the case to
be reopened.

A REPORT comes from Tientsin to the effect
that Chang Yen-mao and his difficulties regard-
ing the Kaiping mines, which nearly cost him
his rank and titles and personal property
through the denunciations of Viceroy Yuan
Shih-kai, have been adjusted. It is further
stated that in this connection a wealthy Tien-
tsin banker, named Yio, came to the rescue of
Chang Yen-mao.

The following copy of an official telegram
sent from the American Naval Attaché, Tokio,
Japan, to U. S. Consul-General at Shanghai,
has been circulated. American Consul-
General, Shanghai. Japanese Government
reports sinking wreck Pechili Gulf, latitude
forty degrees three minutes, longitude one
twenty-one degrees twelve minutes dangerous.
(Signed) "Marsh"

The N. D. L. steamer *Bayer* which arrived here
from Japan early this morning has reported
that at daylight on the 17th inst., two large
Japanese transports crowded with troops were
sighted steering in the direction of the Korean
Coast. One of the transports was named the
Ringo Maru, but the name of the other could
not be made out. The troops were most likely
composed of cavalry as one of the transports
had a large number of horses on board. The
vessels were not escorted by any warship.

Southampton of Sergeant Kerr, Mr. Gedge,
Master, was summoned this morning, and
fore Mr. Gompertz at the Police Court,
for riding his bicycle without a light, on the
night of the 18th inst., on Wanchai Road. Mr.
Gedge denied the charge, and a kedd the inspec-
tor if it was not a case of mistaken identity, and
if it was not Lieut. Knox who was so riding.
Inspector Kerr stated that he happened to
know both gentlemen by sight, and had made
no mistake. A nominal fine of \$1 was imposed.

YESTERDAY afternoon, Rakha Singh, Indian
door-keeper in the employ of Messrs. Watson
and Company, called upon three of the firms
coolies and ordered them to pull a cart along
and distribute some soda-water to various
clients. Two of the coolies stood ready to take
the cart along, but the third Ng Man, refused
to help in the work, saying he was not a horse,
and he could not do a horse's work. For this
reason Rakha Singh prosecuted Ng Man for
"disobedience of lawful orders," and the case
was tried at the Police Court this morning,
when His Worship held that no offence had
been committed, and discharged Ng Man.

THE "STAR" FERRY CO., LTD.

Following is the report for presentation to
shareholders at the sixth ordinary annual meet-
ing to be held at the Company's office, No. 2,
Connaught Road, at noon on Wednesday, the
1st prox.

The directors have the pleasure to submit to
shareholders their report, with a statement of
accounts for the year ending 30th April, 1904.

ACCOUNTS.
The net earnings of the boats, after paying
all working expenses, were \$55,684.47 as
against \$42,973.50 last year, being an increase
of \$12,710.97

The amount at credit of profit and loss
account after paying for repairs and placing
\$7,343.75 to credit of insurance fund, is
\$80,262.66 which, with the approval of share-
holders, it is proposed to appropriate as follows:—
Directors' and Auditor's fees.....\$ 1,100.00
Dividend of 18% 27,000.00
Bonus of 4% 6,000.00
Write off Boats..... 10,875.00
" Goodwill 4,000.00
" Turnstiles 1,500.00
" Ice House Street Pier..... 3,500.00
Transfer to Reserve Fund..... 25,000.00
Carry forward to new account 1,287.66
\$80,262.66

BOATS.

The *Guiding Star* and *Morning Star* have
been sold and are to be replaced by two new
boats of an improved type the first of which
will be delivered shortly.

DIRECTORS.

In accordance with the Articles of Associa-
tion Mr. N. A. Siebs retires but offers himself
for re-election.

AUDITOR.

Mr. W. H. Poits has audited the accounts
now presented and offers himself for re-election.
C. P. CHATMAN,
Chairman.

Hongkong, 25th May, 1904.

MACAO'S SOVEREIGNTY

THREATENED BY CHINESE.

NAVAL DEMONSTRATION.

Ever since the ex-Nam Hoi Poi escaped
from Canton to Macao, about a month ago, the
Chinese authorities have been active in their
endeavours to secure the extradition of the
erstwhile Chinese magistrate. It will be
recalled that Poi has been wanted by the
Viceroy of Canton on a charge, *inter alia*, of
extortion, peculation, and, by some it is asserted,
even of murder. When it became known
that this high official had fled to Portuguese
territory to escape the dreaded wrath of the
autocratic Viceroy Hsuen with whom summary
judgment is not unknown, the officials in
Canton sent their emissaries to Macao at the
same time as, through the ordinary diplomatic
channels, the surrender of Poi was applied for.

Upon the receipt of the despatch from
Canton, His Excellency the Governor of
Macao, Senhor Montenegro, prompted by a
desire to see justice done, ordered the arrest
of the fugitive criminal. For a while the man
succeeded in eluding the Portuguese officers
of justice, but his whereabouts was ultimately
disclosed and his arrest was effected. Poi was
sent a prisoner to the military gaol at the
Monte Fort, pending his trial for extradition
before the Civil Court. In due course of law,
the case came before Acting Chief Justice
Poaires, the prosecuting Counsel acting on
behalf of the Chinese Government being Mr.
Mendes da Silva, instructed by Messrs. A. A.
Pacheco and Constancio da Silva. An appli-
cation on behalf of the defendant for release
on bail was dismissed by the Bench owing to
the gravity of the charges laid against him by
the Provincial Authorities of the Two Kwang.

VICEROY HSUEN'S RESTLESSNESS.
During the progress of the hearing at Macao,
and before awaiting the decision of the Court,
it is reported that, impatient at the delay which
it was imperative the seriousness of the case
demanded—probably accustomed as he is with
summary arriving at judicial investigations
within his own province—the Viceroy tele-
graphically demanded the rendition of the
criminal with whom, it is supposed, he was
anxious to deal in accordance with the laws of
his own country.

RENDITION PEREMPTORILY DEMANDED.
According to our informant, it is said that,
accompanying the demand, the Viceroy, in his
arrogance, stated that, unless the prisoner was
handed over, he would obtain his arrest from
the hands of the Portuguese by resort to force.
It is only natural that in a matter of so serious
a moment no official statement is available to
our representative in substantiation or con-
tradiction of the report which has gained cur-
rency with much persistence in the neighbour-
ing little

NAVAL DEMONSTRATION.

If the term might be adequately applied, has
been made in Macao waters. This demonstra-
tion assumed the form of a small fleet of four
Chinese gunboats of the "mosquito" class and
two tiny torpedo craft. There is no precedent
for so extraordinary and so unfriendly an attitude
on the part of the Chinese Government, and
whatever the purpose of the demonstration, it
is certain that, the presence of this number of
war vessels in the inner harbour of Macao was
not regarded without suspicion. The gunboats
arrived at Macao in the forenoon of Monday,
and were still in port when the *Heungshan* left
for Hongkong this morning. The significance
of the movement of the British river gunboat
Robin, might be conjectured, but is never-
theless not devoid of some semblance of a
knowledge on the part of the British Ad-
miralty that trouble might be brewing in the
ancient colony of our oldest allies, when it
is told that she left the harbour of
Macao on Monday and returned thither yester-
day. Indeed, the assertion is advanced, so it is
rumoured, that the Portuguese Executive has
informed the Government of Hongkong of the
attitude of the Canton Government.

PORTUGUESE AUTHORITIES FIRM.

Meanwhile the peremptory and unusual de-
mand of the Chinese was referred to Lisbon.
The reply received from the Minister for the
Colonies was that the Provincial Viceroy was
to be informed that his request could not be
complied until the trial was concluded, and
it was left to the judicial authorities to conduct
the hearing in accordance with the laws of
the country. We are informed that, although
the utmost expedition is brought to bear upon
the hearing, it is not expected that it can be
concluded for the next three days.

With a view to

PREPARING FOR EMERGENCIES

A Council was held yesterday. Over the
secret deliberations the Governor presided;
there being also present the Acting Chief
Justice, the Attorney-General and the Chief
of Staff. Nothing has transpired as to the de-
cision of the emergency meeting. Late last
evening, however, it was noticeable that un-
wonted activity was displayed by the military
officials. Quite a bustle and excitement pre-
vailed in certain quarters, whilst throughout
the city the inhabitants were generally kept in
ignorance of the preparations that are in pro-
gress to meet any hostile demonstration on the
part of the Chinese by land, or the landing of an
armed force from the gunboats in port. As far
as could be ascertained during the brief move-
ments ashore this morning, prior to his embark-
ation for Hongkong, our correspondent learnt
that the military preparations so far completed,
to coup with any untoward incident, which it is
sincerely to be hoped, will be timely averted,
has taken the following form:—A circular has
been sent out to the volunteers, known locally
as the Antiradores, Civis, or civil sharp
shooters, to hold themselves in readiness. The
guard stationed at Porta do Cerco, the barrier
between Portuguese and Chinese territories,
has been doubled. Three guns have been
mounted in the Barra Fort. The patrols in the
bazaar and Chinatown have been strengthened
by 200 additional men to the standing number of
the pickets. The city patrol and the main
stationed in quiet houses have received orders

to have loaded rifles while on duty, and
sixty rounds of ammunition have been served
out to each private. An inspection of the
forts and magazines has been made, and
ammunition provided according to emergency
requirements. Sealed orders have been dis-
patched to the Monte Fort, and the Fortress of
Douna Maria will most likely have her steel
guns trained to sweep the pass leading to the
fateful barrier where Portuguese prowess
vindicated her national honour in the fall
of Passaleao. The Ordnance Office in the
Grotto of Camoens is supposed to have the
field guns in trim and ready to be manned at a
moment's notice; in short, all the military
equipments and resources, such as they exist
at Macao, are held in readiness to be called
into requisition as the exigency of the service
might demand.

THE "DIU" UNCONCERNED.

Strange as it might appear, while consid-
erable activity is apparent ashore, little concern
is manifest on board the gunboat *Diu*. It is
well-known that all leave to military officers
was cancelled yesterday, and married men were
not permitted to stay away from barracks last
night. On the other hand, the naval officers
attended the military band at the public gar-
dens, and to all appearances seemed wholly
unconcerned with the circumstances exercising
the executive as well as the military authorities.

THE WAR.

(Shanghai Mercury.)

NEWS FROM CHEFOO.

Chefoo, 19th May. The Japanese are within
twenty miles of Newchwang. They are com-
mandeering the railway stock. Placards have
been posted at Newchwang stating that all
goods requisitioned will be handsomely paid
for, and that the inhabitants need have no
cause for alarm at the approach of the Japanese.
Fifteen Russian refugees who left Dalny in a
junk arrived at Chefoo to-day.

They report that the wharves and piers at
Dalny are intact. Arrangements were made
to blow them up, but these were countermand-
ed at the last moment.

The forts are being strengthened.
The refugees state that during two hours'
bombardment of Port Arthur on Sunday last,
the Japanese battleship *Fuji* was sunk, and the
battleship *Shikishima* and the armoured
cruiser *Asama* were badly damaged.

It appears that these vessels struck some
mines that had been laid and damaged their
armour.

The damaged ships were towed away.

The refugees state that the Russian warships
refrained from pursuit owing to strict orders
from St. Petersburg to remain in harbour.

The refugees also state that in the last
attempt to break through the defences of Port Arthur,
twelve steamers were employed. Ten of these
were sunk and two escaped.

The blockade at the entrance of Port Arthur
harbour, they state, has now been removed.

SPIES AND BATTLES.

It is said that there are many Japanese dis-
guised as Chinese, and many Chinese in Japa-
nese service all over Moukden. Strange to
say, two Russian soldiers actuated by the
desire for money, betrayed some military plans
to the Japanese spies. These two soldiers
were arrested by the Russian military authority
yesterday, and were bound, and sent to the
Bureau of Foreign Affairs. After trial, and
substantial evidence having been obtained,
they were at once shot.

As is well-known there are many Buddhist
temples and Buddhist priests in Moukden,
and, among the Buddhist priests, the Russian
officers suspected that there were Japanese
spies, so Russian troops came to search from
time to time, damaging all the furniture, tramp-
ling upon the flowers and plants, and killing
the pigs and sheep belonging to the temples.
Their presence is by no means desirable; they
are a great source of annoyance to those who
come in contact with them. In truth there
were no Japanese spies disguised as Buddhist
priests.

Yesterday five Chinese merchants arrived at
the city of Moukden from Harbin, and, as they
came down from the train they were seized by
the Russians, the reason given being that they
were men of strange features. They were
escorted to the Civil Governor of Moukden for
imprisonment. After trial by the Civil Gov-
ernor they were found to be merchants, and they
were forthwith released.

PRESENTATION TO INSPECTOR
M. NAB.

After nineteen years of service with the
Hongkong Police Force, Inspector Peter
McNab left to-day in the German mail s.s.
Bayer, for the home country, whither he retires
on pension.
Before leaving, Mr. McNab was this morning
invited into the billiard room at the Central
Police Station, and there Mr. Badeley, Captain
Superintendent of Police, on behalf of the staff
of the Hongkong Police Force, presented the
retiring member with a massive silver, four-
branched candelabra on a polished black-wood
stand, bearing a medallion with a suitable inscrip-
tion, describing the occasion of the pre-
sentation. In making this presentation, Mr.
Badeley addressed a few words of eulogy and
thanks to the ex-inspector, and appreciation for
his uniform good work; which had made him a
valued and reliable member of the Force, and a
popular one, who would be much missed.
Chief Inspector Lianon, of the Detective De-
partment, then followed with a few words re-
miniscent of their collaboration in Kowloon,
when that district was not the Kowloon of to-
day. Mr. McNab thanked the kind speakers,
and his late brother officers for the honour they
had done him, and wished he deserved even
twenty-five per cent. of the praise that had
been passed upon him. He hoped that he
might meet many members at home, so that
they could see that plenty of light shone in his
house from the beautiful candelabra just pre-
sented to him. A few words of apprecia-
tion on behalf of the press, publishers were drunk
in the following Police Officer.

TELEGRAMS.

THE WAR.

SKIRMISH NEAR KUANTIAN

INFANTRY v. CAVALRY.

Mr. M. Nomia, the Consul for
Japan, kindly forwards to us the
following official telegram received
by him last evening:—

Tokio, 24th May.

6.40 p.m.

General Kuroki reports that on
the 21st instant one section of our
infantry encountered 200 of the
enemy's cavalry eight miles north-
east of Kuantien.

The enemy fled north-west leaving
twenty dead. There were no
Japanese casualties.

(Reuter's.)

The War.

LONDON, 23rd May.

Reuter's correspondent in St. Petersburg
says a telegram from General Sakharoff
shows that the Japanese advance on Liao
Yang has been resumed, and reports the
movement of several detachments from
different points up to 50 kilometres north-
west of Feng-hwang-cheng. The horses
and infantry are reported to be much
exhausted.

LATER.

The general staff in St. Petersburg con-
sider the re-occupation of Newchwang due
to the change in the situation, produced by
the recent loss of Japanese ships which
renders it unsafe to despatch transports
around Liao-tung. Admiral Skrydloff has
arrived at Vladivostok.

France and the Vatican.

The Chancellor of the Embassy remains
as Chargé d'Affaires.

Accident to a Russian Battleship.

The Russian battleship *Orel* which stranded immediately at St.
Petersburg owing to her great draught of
water, has again stranded at Cronstadt and
her stern has sunk very much owing to the
unexplained opening of the bilge-pipe. The
ship is badly strained.

The "Orel" Refloated.

The Russian battleship *Orel* has been
refloated. It is stated that the accident was
due to careless riveting of the plates.

LAICHIKOK COOLIE CAMP.

A MODEL SETTLEMENT.

DEPARTURE OF THE S.S. "TWEEDDALE."

In view of the active preparations now being made to despatch batches of coolies to South Africa, and the recent controversy at home on the subject of alien labour for the mines, it is interesting to see what steps are being taken in Hongkong to ensure that only the best and healthiest class of labourer shall leave these shores. Some time since we alluded to the excellent accommodation provided for recruits at Yau-mat, and referred to the care and attention which the authorities were exhibiting. It was also pointed out that other quarters were being erected away from unhealthy surroundings, where the possibility of an outbreak of contagious disease was reduced to a minimum, and where the men would be closely watched. It was for this reason alone that Mr. William Cowan, for many years the Protector of Chinese at Perak, Federated Malay States, and now the Emigration Agent for the Transvaal, pushed on the completion of the buildings at Laichikok, which, a few days ago, were taken possession of by nearly eighteen hundred intending emigrants. Indeed, so anxious was he to get the labourers away from all risk of disease that, within ten days, the ground was cleared and the camp ready for occupation. The land secured juts out into the sea at Laichikok, and is on the site of the old Imperial Maritime Customs station and Yamen. It is here that Mr. Cowan, Dr. J. H. Swan, and Mr. F. Andres are engaged from early morn till late at night attending to the thousand and one odd details directed to ensuring that not only shall a healthy body of men embark for South Africa, but that there shall be no misunderstanding on the part of those selected for emigration regarding the terms and nature of the contract of service. This the coolies are required to sign on passing the final medical examination.

MEDICAL PARADES.

Indeed, parades for the purpose seem to occupy the attention of the surgeon for the greater part of the day, and while they are not engaged with him the emigration agent takes them in hand in order to ascertain whether or not they have been recruited under a false impression. Should they be desirous of returning home they are at liberty to do so, and Mr. Cowan does not hesitate to hand them their fares and permit them to leave. In fact, no one is in any way kept in confinement; each coolie is at liberty to wander where he wills. There are, of course, rules and regulations in force which it is essential for the health of the camp should be obeyed. Happily the coolies require but little supervision and, we believe we are correct in asserting, that, not a single case of disease, has, so far been notified as occurring among the men who have passed the doctor. Before joining the camp each recruit must be examined; hence the splendid health of the chusens. It is true that, a few days ago, we recorded a fatal plague case which occurred in the quarters, but, strange to say, the victim was one of the many trespassers who sneak in and chance passing with the crowd. This proves the eagerness of the coolies to proceed to South Africa, and is a reason for the strict vigilance on the part of the authorities.

A HAPPY HOME.

Situated on the crest of a small promontory, the camp, overlooking Stonecutters Island, is visible for miles around, and is exposed to the invigorating breezes which at times sweep in from a wide expanse of sea. A small stone pier juts into deep water at a sheltered spot, and leads up to the old Customs station, which is now being used as offices for Mr. Cowan, Dr. Swan and their assistants. A short climb, and one is at the camp, composed of ten huge matcheds encircled by a bamboo barrier. Each of these is capable of accommodating close upon 300 coolies; but the emigration agent is no believer in overcrowding, and will not permit more than one-half this number entering into occupation. Consequently the place is kept scrupulously clean and as there is a sanitary staff attached to the camp, it would be difficult to find a more health collection of Chinese residences in the Colony. The recruits are strapping fellows, looking in the pink of perfection, and when a representative of the *Telegraph* called at the enclosure just prior to the embarkation of the first batch, a happier lot of men would not be found throughout the whole of China. It was early morning, just after the first meal of the day, and as Mr. Cowan and Dr. Swan passed from shed to shed the emigrants lined up around the interior of the buildings for medical inspection. Each man is carefully examined several times a day, and while walking along the line Dr. Swan will occasionally pick out a man, with the remark, "I never passed this chap," or words to that effect. Questioned as to the presence of the intruder, we were informed that the most difficult part of the work is the keeping away of undesirable substitutes. A healthy Chinaman will muster before the doctor and get a certificate as to his fitness. For a consideration he disposes of this to a friend, who then joins the camp as a "passed man," and endeavours to get away with the first batch. But Dr. Swan is not deceived, and despite the fact that some weakling will throw out his chest, and barden his muscles he is soon detected, and with a smile told to leave the camp. As Dr. Swan finishes with each match, Mr. Cowan goes around and, addressing the men in their native tongue, asks whether the coolies have any complaints to make. They invariably reply in the negative; one man wanted to get some articles redeemed from the pawnbroker and was told to get his friend to undertake the transaction. Passing on, the kitchen is inspected. The old yamen now serves that purpose, and spotlessly clean it is. A heap of fresh vegetables has just arrived, and a basket of rice is being sent away. This was left over from the morning meal, and is not allowed to be served up again. Away on the hill behind the old barracks, where once the braves mustered, work on permanent brick

buildings is being pushed forward at a rapid rate. These are to be of two stories, and will accommodate 2,000 coolies. It is expected to have them finished by the end of July, and as the authorities have obtained an isolation hospital in the neighbourhood an isolation strip will be erected, and the camp thus made complete. In the course of conversation with Mr. Cowan, our representative learned that Messrs. Butterfield and Swire are attending to the recruiting of the coolies. They employ men, licensed by Mr. Cowan, who have to carry their photograph as a means of identity. They must give a guarantee as to their being fit and proper persons to recruit, and should these be satisfactory they proceed to the country. Most of the first batch of intending emigrants have been brought in from the other side of Canton City and a few from Macao and the coast ports. They first go before the doctor, and if he passes them they are then admitted into the camp where they are subjected to vigilant inspections day by day. Should a man exhibit the least sign of being addicted to the opium habit he is at once rejected, and judging from the fact that very few of the coolies were observed to be smoking cigarettes when our representative called, it is evident that they regard this with some suspicion. No recruiters are allowed in the camp unless with special permission and, consequently, the coolies' steps are dogged in no way.

EMBARKING.

Early on Saturday morning there was bustle and excitement with in the camp when the first batch of coolies were paraded in front of the office and told they were to be sent aboard with the least possible delay. In squads of a score or so they stepped before Dr. Swan, who overhauled them thoroughly, took their temperatures, and saw that they had a good scrubbing in baths containing disinfectants. They were then addressed by Mr. Cowan, who explained to them the terms of the contract of service, and gave each of them a chance of drawing back at the last moment. But they were eager to go, and in batches of 150 or so, were sent on board of the Glasgow steamer *Tweeddale*, lying at anchor just off the shore.

ABOARD THE "TWEEDDALE."

On Friday the steamer was moored in mid-stream alongside the S.S. *Swanley*, which, having the Clayton fire extinguishing, ventilating and fumigating appliances aboard, was requisitioned to pump the bacilli-killing vapour down her hatches and, at the same time, thoroughly disinfect the baskets of new clothing which are given to each emigrant. This operation lasted throughout the day and, on Saturday, the *Tweeddale* steamed towards Laichikok, and the coolies began to embark. Here they found everything in readiness for their 26 days' passage to South Africa. The ship, which is 2,873 tons nett and 4,433 gross, has been docked and re-docked during the past month or so for the purpose of putting in the fixtures and fittings, and giving her a complete overhaul. This seemed scarcely necessary as she is a new ship built on the Clyde, and only a short time ago came out for Vladivostok, but discharged her Russian cargo at Saigon and then went on to Japan where she bunkered before returning to Hongkong. On the main deck are specially constructed coppers and fire galleys, and aft there is a commodious hospital built of Oregon pine. The bunks for the coolies have been built in the main and 'tween decks, and although permission was given in the first instance for a double tier of bunks to be fitted, Mr. Cowan wisely condemned this from a sanitary point of view. Light now penetrates to every part of the decks, and the least sign of rubbish is easily discernable, while cleansing operations can be carried out with the greatest of ease. In fact, everything for all parties concerned has been given the best possible attention in order to ensure the comfort of the coolies, and no one can have the least cause for complaint.

DEPARTURE OF THE FIRST EMIGRANT SHIP.

The embarkation of the first batch of coolies finished yesterday, and the *Tweeddale* rested at anchor with 1,955 coolies aboard ready to depart at daylight to-day. Capt. Milne, with a crew of 78 all told, including Dr. F. W. Hall-Wright, who accompanies the ship as surgeon-superintendent, had seen that everything was in order, the vessel had been passed, and it remained only for the break of day before the anchor was weighed and the voyage commenced. The store of provisions, which has been supplied by Wing Kee & Co., is such as should make the emigrants loathe to leave the ship. It includes rice, dried vegetables, pickles, salted eggs, salted fish, ginger, cabbage, turnips, fungus, flat fish, beef, pork, preserved olives, vermicelli, peas, tea, flour and many tasty articles which the majority of those aboard have never eaten. In addition, instead of the regulation gallon of water per day, the coolie will be able to take four times that quantity without resource having to be made to the distilling apparatus. Another point to be noted is that the ship is treated under the 30 days' passage regulation, and although she can carry 1,955 coolies the emigration agent never intends to ship more than 1,600 by her. In fact, nothing has been risked whatever, and when the white hull of the *Tweeddale* died away in the drifting mist this morning, one felt assured that by the departure of the first emigrant ship the opening phase of the solution to the South African labour question was an accomplished fact.

R. A. O. B. PICNIC.

Mr. Ny Hon having kindly placed at the disposal of the members of the R. A. O. B. Club his beautiful place at Ten Tables, Macao, it is their intention to hold a picnic, and arrangements have been made for them and their guests to be conveyed by the S.S. *Wing Chai*, Capt. S. B. Smith, one of the most popular Captains on the run. Tickets are limited at \$3.50 per head including tips and dinner.

Continued.

OUR NEW GOVERNOR.

DATE OF ARRIVAL.

The Colonial Secretary kindly forwards to us the following copy of a telegram, dated 10 day, from the Secretary of State, London, to the Officer Administering the Government:

Governor leaves Marseilles 1st July due 30th July.

THE LAST BLOCKING OPERATION.

FROM THE Japan Daily Mail.

Saturday, 7th May.

The official report of the last blocking operation at Port Arthur claims that five out of the eight steamers were sunk by their crews at the desired place, and that the harbour is thereby blocked, egress being impossible for any vessel larger than a torpedo-craft. The remaining three steamers were sunk by the Russians, and did not contribute to the purpose of the operation. It was a splendid act of heroism. So far as we can estimate, at least 63 officers and men lost their lives out of a total of 160. The official report runs as follows:

"The united squadron, operating as previously determined, carried out the blocking of Port Arthur between 3 and 4 o'clock a.m. on the 3rd instant. The blocking vessels, escorted by the gun-boats *Agaki* (Commander Fujimoto) and *Chikai* (Commander Iwamura), the Second Destroyer Squadron (Commander Ishida), the Third Destroyer Squadron (Commander Tsuchiya), the Fourth Destroyer Squadron (Commander Nagai), the Fifth Destroyer Squadron (Commander Mano), the Ninth Torpedo Squadron (Commander Yajima), the Tenth Torpedo Squadron (Commander Otaki) and the Fourteenth Torpedo Squadron, less the *Kasagi* and the *Manasuru* (Commander Sakurai), parted from the fleet on the evening of the 2nd instant and took the previously determined route for Port Arthur. Unfortunately from about 11 p.m. a strong south-easterly wind began to blow, and attaining storm force, raised a heavy sea. The blocking steamers became separated and lost sight of each other. Commander Hayashi, who was in command of these steamers, seeing that it would be impossible to carry out the operation successfully, gave the order to withdraw. But the signal was not observed, and in spite of various essays to make it clear, the ships held on their course, reaching the neighbourhood of Port Arthur at 2 a.m. The *Mikawa Maru* (Lieutenant Sosa), observing the enemy open fire upon our torpedo-boat No. 14, which had been sent to reconnoitre, imagined that the blocking steamers had already gone in. She therefore steamed at full-speed for the mouth of the harbour. Another steamer, apparently the *Sakura Maru* (Lieutenant Shirashi, who commanded the Japanese storming party at the Taku Forts after the death of Commander Hattori), followed the *Mikawa Maru*. The enemy had laid electric mines at the mouth of the port. With these, supplemented by heavy gun-fire from the forts and powerful search-lights, they essayed to oppose the coming of the two steamers. Nevertheless the *Mikawa Maru*, breaking a gap in the boom, entered far into the channel and, anchoring in an excellent place, was sunk by her crew. The steamer resembling the *Sakura* anchored near the pointed rock at the entrance of the harbour and was sent to the bottom by her crew. These vessels were followed in quick succession by the *Tolomi Maru* (Commander Honda), the *Edo Maru* (Commander Takayanagi), the *Oluru Maru* (Commander Nomura), the *Sagami Maru* (Commander Yuasa), the *Aikoku Maru* (Commander Inuzuka) and the *Asugao Maru* (Commander Kikutaro). By this time the cannonade of the enemy had become exceedingly hot and electric mines were bursting on all sides. The crews of the steamers had many killed and wounded. The *Tolomi Maru* struck the boom, and her head coming round to the west, she was sunk in that position, blocking about one-half of the entrance. The *Edo Maru* had reached the entrance and was just about to drop her anchor when her commander (Takayanagi) received a shot in his stomach which killed him. His place was immediately taken by Lieut. Nagata, who ordered the anchor to be dropped and the vessel was sunk. Two other steamers, apparently the *Oluru Maru* and the *Sagami Maru*, entered the harbour's mouth and were sunk. The *Aikoku Maru* struck a contact mine about 5 cables from the entrance and went down in an instant. Lieut. enant Uchida, the second in command, Chief-engineer Aoki and eight others of the crew of this vessel are missing. A steamer like the *Asugao Maru* seemed to have had her rudder injured, for she ran ashore at the foot of Golden Hill and was there exploded. Thus among the eight steamers five entered the mouth of the harbour and were sunk there, so that it may be concluded that, on the least favourable estimate, exit has become impossible for anything as large as a cruiser. This blocking operation was incomparably more hazardous than either of those that preceded it, the storm adding to the difficulties and the enemy's fire being of unprecedented severity. Thus it was impossible to save even one of the crews of the *Sakura Maru*, the *Oluru Maru*, the *Sagami Maru* and the *Asugao Maru*. Further it is most unhappily impossible to learn any details of this their last great act of daring. But I believe that their heroism will long stand in the pages of their country's history. The Destroyer Squadrons and the Torpedo Squadrons, battling against the violent wind and high seas during the whole night and often exposed to the enemy's fire, did their duty well. Above all it should be noticed that the Torpedo Squadrons stood in close to the harbour and saved about one-half

of the crews. No. 65 Torpedo-boat, under the command of Lieut. Taira, had one of her steam pipes hit, and lost 3 men. She became disabled but was taken in tow and rescued by Torpedo-boat No. 75 under command of Lieutenant Narimoto. The *Aotaka* (Commander Yajima) was also hit by a shell on the port side of her machinery and lost one man. In the torpedo-boat *Hayabusa* one man was killed. No casualties whatever occurred in the remainder of the torpedo-craft. At 6 a.m. the Third Squadron under Rear-Admiral Dewa, and at 9 a.m. the First Squadron under Vice-Admiral Togo, stood in and searched all the waters adjacent to Port Arthur, in the hope of saving some of the steamers' crews, but they were unsuccessful, although they continued the search until 4 p.m. There was a dense fog on this day and the state of the enemy could not be observed. That night the squadrons all returned to their base."

It will be observed from the above most sober and unemotional account, that two men were killed in the torpedo-boats and eleven in the steamers—or, at any rate, eleven are missing. Moreover, Admiral Togo says that not one person was rescued among the crews of four steamers. Judging from past experience, we may estimate that, on the average, each steamer had a crew of 20, all told. Four steamers, therefore, represent a total of 80 officers and men, and from Russian official reports we know that 30 of these reached the shore and were saved. It would seem then that 50 were lost, and adding these to the 13 mentioned above, the tale of deaths aggregates 63. It is a terrible record. To utter any eulogy of such heroism seems almost an impertinence. In this war the Japanese are showing splendid qualities. They are proving themselves to be not only brave in a superlative degree, but also exceptionally competent. The little incident of the disabled torpedo-boat, No. 65 is an eloquent illustration. In a gale of wind with a heavy sea running, and inside the zone of the enemy's fire, the crippled craft was taken in tow by another boat, No. 75, and saved from destruction. The men that did that were fine sailors. And consider the work upon which these destroyers and torpedo-boats have been engaged for the past three months. Think of them again and again steaming in pitchy darkness, without a light burning and often in heavy seas either to attack the enemy or to escort steamers engaged on duty of the deadliest peril, yet never once is there a fatal collision or an accident of any kind that can be attributed to faulty seamanship or careless handling. If there had been several collisions, if half a dozen or even half a score of these frail little craft had perished by catastrophes commonly incidental to such operations, could any one have been justly surprised? But not one has been lost from first to last. We call it a fine record. There is no good luck in such achievement. There is simply good guidance. And concerning the story of the 8 steamers, there are striking features. It is not merely that men were found, found in scores, to willingly engage in such perilous work. We have ceased to think that wonderful where Japanese are concerned. What seems more remarkable is the dogged determination underlying the adventure. Port Arthur had to be blocked. One failure, two failures, no matter how many failures made or how many lives lost, the task had to be achieved. Admiral Togo and his men knew the thing to be of cardinal importance; knew that duty dictated its accomplishment. So they went at it again and again with set teeth, and they succeeded at last. We do not see how men of that calibre are to be beaten. If they were our own countrymen we should be proud and thankful. The way they held on, too, in the face of a gale of wind and in spite of rapidly rising seas, is something to be remembered. The officer in command wanted to restrain the vessels, in view of the extremely unfavourable conditions. But no one was looking for a signal to stop, and therefore every steamer held her course without a thought of being deterred by the storm. In this respect the adventure resembles the second torpedo attack upon the Port Arthur fleet.

The names of the 8 steamers and other particulars relating to them are given below:—
Mikawa Maru.....1864 1,967 Yusen Kaisha.
Sakura Maru.....1887 2,978 Yusen Kaisha.
Tolomi Maru.....1883 1,952 Yusen Kaisha.
Edo Maru.....1884 1,724 Hironi Nisaburo.
Oluru Maru.....1886 2,547 Yusen Kaisha.
Sagami Maru.....1884 1,926 Yusen Kaisha.
Aikoku Maru.....1897 1,781 Osaka Shosen Kaisha.
Asugao Maru.....1889 2,464 Yusen Kaisha.
There is, it will be observed, a very great discrepancy between the Russian and the Japanese accounts of this affair. The Russians say that they sank all the steamers. They doubtless believed they had done so. It must be almost impossible to distinguish the exact facts on such an occasion; impossible to discern whether the explosion that sends a vessel to the bottom is due to combustibles carried in her hold or to one of many engines of destruction bursting and hurling around. But for all their mines, and their shells and their search-lights they failed even to injure five out of the eight vessels. As for the two torpedo-boats they imagined they had sunk, these are now safe with Admiral Togo's fleet. The great point, the blocking of the harbour, may still be open to doubt, perhaps. We do not ourselves think that it is. Admiral Togo's reports are always remarkably conservative. On neither the first nor the second occasion did he venture to pronounce a definite opinion. He merely said that some partial success seemed to have been obtained. But now he declares his belief that, on the most moderate calculation, nothing larger than a torpedo-craft can get out. The Russians, on the contrary, affirm that the whole affair failed and that the harbour is open.

Jack-masters carry rumours to Chefoo that during the night of the 4th-5th strenuous cannonading was heard in the direction of Port Arthur and flash-lights were observed. It is conjectured that these phenomena were caused by a naval attack on the place designed to divert attention from the landing operations.

Since the above was in type an accurate statement of the losses has been published as follows:—

Name of steamer.	Killed.	Severely wounded.	Wounded.	Missing.	Returned safe.	Total.
<i>Tolomi Maru</i>	2	1	4	5	6	18
<i>Sakura Maru</i>	1	0	0	19	0	20
<i>Aikoku Maru</i>	1	0	0	8	11	24
<i>Edo Maru</i>	2	1	2	0	11	18
<i>Mikawa Maru</i>	1	3	4	0	8	18
<i>Oluru Maru</i>	0	0	0	17	0	17
<i>Asugao Maru</i>	0	0	0	18	0	18
<i>Sagami Maru</i>	1	0	0	23	0	24
<i>Aotaka</i>	1	0	0	0	0	1
<i>Hayabusa</i>	1	0	0	0	0	1

Total.....7 8 4 14 90 35 159

It thus follows that the lives lost among the crews of the blocking steamers aggregated 73. The number of officers killed or missing is 15. All these have been promoted, and their families have been granted pensions of from 300 to 500 yen annually. Five of them were First Lieutenants, 5 Second Lieutenants, 4 Chief Engineers and 1 was an Engineer.

COMMERCIAL.

YESTERDAY'S EXCHANGE.

Selling.	
London Bank T.T.	109 9/16
Do. demand	109 1/2
Do. 4 months' sight	109 13/16
France Bank T.T.	235
America Bank T.T.	43 1/2
Germany Bank T.T.	134 1/2
India T.T.	134 1/2
Do. demand	134 1/2
Shanghai Bank T.T.	7 3/4
Japan Bank T.T.	88 1/2
Singapore Bank T.T.	Nominal
Java Bank T.T.	107 1/2

Buying.	
4 months' sight L/C	119 15/16
6 months' sight L/C	119 1/10 1/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	110 3/16
4 months' sight France	229 1/2
6 months' sight do.	231 1/2
4 months' sight Germany	187 1/2
6 months' sight do.	25 11/16
Bar Silver	25 11/16
Bank of England rate	3 1/2

OPUM QUOTATIONS.

Yesterday's quotations are as follows.—	
	Per chest
Malwa New	950/1,080
" Old	1,050/1,100
" Older	1,140/1,200
" Oldest	1,240/1,280
Patna New	1,297 1/2
" Old	1,297 1/2
Bienares New	1,277 1/2
" Old	1,277 1/2
Persian (Paper)	900/1,100

To-day's Advertisements.

CONSIGNEES WANTED

FOR CARGO OF CARDIFF COALS per S.S. "HEIMDAL" arrived 24th May, 1904.

DODWELL & CO., LTD.
Hongkong, 25th May, 1904. [656]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Butler, will be despatched as above on TUESDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th May, 1904. [658]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 25th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th May, 1904. [653]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M., TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 30th instant, at 9.30 A.M.

All Claims must reach us before the 5th of June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 24th May, 1904.

To-day's Advertisements.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in ST. ANDREW'S HALL, CITY HALL, on MONDAY, the 30th May, at 6 P.M., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1903.

HAROLD C. AUSTEN,
Acting Hon. Secretary.

Hongkong, 25th May, 1904. [655]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD

NOTICE.

OWNERS OF GOODS which were BURNT in the above Company's Godown No. 9 on the 20th April last are hereby notified that all such GOODS, or the DEBRIS thereof, not claimed by the 1st June, will be forthwith disposed of at their risk and expense.

EDWARD OSBORNE,
Secretary.

Hongkong, 25th May, 1904. [657]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY AND SATURDAY,

the 27th and 28th May, 1904, commencing each day at 11 A.M. and 2 P.M. respectively,

at No. 44, LYNDHURST TERRACE,

THE WHOLE OF THE

VALUABLE HOUSEHOLD FURNITURE,

(Mostly of Martinburk's Make)

Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITES, CANTON CARVED BLACKWOOD FURNITURE, PLUSH-COVERED EASY CHAIRS, VERY FINE ENGLISH AND FRENCH ENGRAVINGS, OIL PAINTINGS, WATER COLOURS, SILK CURTAINS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINER WAGGONS, TEAKWOOD EXTENSION DINING TABLE, MOROCCO-COVERED DINING ROOM SUITE, GLASS, CROCKERY and ELECTROPLATED WARE, HALL and STAIRCASE CARPETS, AMERICAN BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP BUREAU with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, SILK-COVERED BED ROOM SUITES, BRONZE BUSTS, ELECTRIC CHANDELIERS and FANS, &c., &c., &c.;

ALSO

One COTTAGE PIANO by Collard & Collard, London; One COTTAGE PIANO by Geo. Russell, London; One COTTAGE PIANO by W. Robinson & Co., one APOLLO PIANO PLAYER and One AMERICAN IRON SAFE.

On View from To-day.

Catalogues will be issued.

TERMS:—As usual.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTSE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.
GLASGOW and LIVERPOOL	"NESTOR"	On 11th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 13th June.
GLASGOW and LIVERPOOL	"KINTUCK"	On 17th June.
GLASGOW and LIVERPOOL	"KEEMUN"	On 25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 7th June.
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 20th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON & ANTWERP	"YANGTSE"	On 5th July.
LONDON & ANTWERP	"KINTUCK"	On 19th July.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 25th July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"STENTOR"	On 15th June.

S.S. "NINGCHOW" left Victoria, B.C., for Japan and Hongkong on 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 21st May, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

MANILA	"TAMING"	1st June.
CEBU and LOILO	"KAIFONG"	1st "
SHANGHAI	"FOOCHOW"	2nd "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd "
SWATOW, CHEFOO and TIENTSIN	"CHILLY"	4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th May, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 28th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 4th June, at 10 A.M.
PERLA	1980	A. H. Nottley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 21st May, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schmidt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,483	Bable	September 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The steamer runs an Excursion Trip EVERY SUNDAY. It takes only 34 hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

I. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309...J. P. MARTIN.

"KWONG TUNG".....1,238...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA,"

Captain R. H. Coope, will be despatched as above, on FRIDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 21st May, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAS. ISSA"

will be despatched for the above Port, on or about TUESDAY, the 31st May.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 19th May, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

About

"SATSUMA".....3rd June.

"RICHMOND CASTLE".....15th "

"ST. FILLANS".....30th "

"LOWTHER CASTLE".....31st July.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 13th May, 1904.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"MONMOUTHSHIRE,"

Captain H. N. Vyvyan, will be despatched for the above Ports on or about WEDNESDAY, the 8th June.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st May, 1904.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 25th May, 1904.

Intimations.

SAVARESSE'S
SANDAL
CAPSULES
Not made of Gelatine, most efficacious, because absolutely pure English Oil.
Full directions. All Chemists.
Inset on Savarasse's.

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge. Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c. &c. &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—1, ICE HOUSE ROAD,

W. STUART HARRISON,

AMERICAN,

Manager,

Hongkong, 12th April, 1904.

BIG
CURES
MEN & WOMEN
Rheumatism is a non-poisonous remedy for any unnatural discharge and inflammation, irritation or absorption of mucous membranes. Pains, (attributed not to viruses, prevent contagion.
BOLD BY CHEMISTS.
Circular mailed on request.
MANUFACTURED BY
The Hygienic Chemical Co.
CHICAGO, U.S.A.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)

One week	\$ 2.85
One month	 7.20
Two months	 13.00
Three "	 20.00
Six "	 37.50
Twelve "	 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	 5 per cent.
6 "	 10 "
12 "	 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS.

EXPANSSES.

All job printing is done under European supervision, well turned out, free from error, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FROO,

Acting Director.

Hongkong, Observatory, 22d January, 1904.

